

2.9 SOCIOECONOMIC IMPACTS

2.9.1 Affected Environment

The extended study area for the socioeconomic impacts analysis includes only minor areas of residential land use in the northern fringes as well as the student population associated with George Washington University to the west of the site of the security action. The extended study area almost entirely comprises governmental/institutional and commercial/retail uses. Therefore, discussion of the socioeconomic environment includes a review of public service facilities and a discussion of economic conditions related to parking issues.

2.9.1.1 Public Service Facilities

This section describes all public service facilities that exist within or near the extended study area. Because the land use in the extended study area is primarily commercial and/or governmental, facilities normally associated with residential communities do not exist in the same number in the extended study area as they would in those communities.

Educational Facilities - The extended study area encompasses or borders several major national educational institutions, including George Washington University, the National Geographic Society, and the Smithsonian Institution. Other colleges include Strayer College and National-Louis University. The extended study area also contains primary and secondary schools, including Stevens Elementary School, Thompson Elementary School, Franklin Adult Education Center, and Grant School Without Walls Senior High School. A public library is located at 24th and L Streets.

Religious Facilities - Religious facilities in the extended study area include St. Johns Episcopal Church, located on the corner of 16th and H Street, directly across from the Lafayette Square; the Third Church of Christ, Scientist, at 16th and I Streets; The Church of the Epiphany at 13th and G streets; New York Avenue Presbyterian Church at New York Avenue and H Street; and United Church of Christ at 20th and G Streets. Many of these churches attract congregation members from outside of the extended study area.

Emergency Facilities - The Ambulatory Care Center at George Washington University Hospital is the only emergency health-care facility within the extended study area. Emergency facilities and services possibly affected by the street restrictions in the vicinity of the White House include police, fire and emergency medical technician (E.M.T.) vehicles administered by the District of Columbia. Police responses may be unaffected by street restrictions since dispatches are sent to mobile units. The response zones are overlapping and are defined by the nearest unit rather than a specific zone. There are private ambulance services operating in D.C., but these are primarily used for inter-hospital transfers and home-to-hospital requests. All emergency calls to 911 dispatch a city ambulance.

There are thirty-two fire companies in Washington, D.C. These companies have been sited in response to general patterns of residential and business district growth. The response boundaries are defined by a combination of the density of development and the response time. These boundaries slightly overlap and are not distinct, but generally represent a box around each fire station. There are three fire companies with local alarm or first-due responsibility that includes runs through streets that are now closed to general traffic: Engine Company 16 on 13th Street between K and L Streets, Engine Company 23 on G Street between 21st and 22nd Streets, and Engine Company 1 on 23rd Street at L Street. There are two engine companies with peripheral response zones in the extended study area: Engine Company 2 at 6th and F

Streets and Engine Company 13 at 6th and E Streets, S.W.

There are thirteen E.M.T. units and thirteen life support E.M.T. units in 26 fire houses in D.C. Both Engine 16 and Engine 23 have E.M.T. units housed with the engines. The E.M.T. units do not have specific dispatch zones.

Emergency vehicles are not restricted from access to or through streets where public vehicular traffic has been restricted as part of the security action.

Health-Care Facilities - The only health-care facility in the extended study area is George Washington University Hospital, located in the western portion of the extended study area.

Commercial Services - Post Offices exist at 21st and M Streets, 18th and M Streets, 14th and K Streets and in the Federal Triangle complex at 12th Street and Pennsylvania Avenue.

Hotels in the extended study area include the Hay-Adams Hotel at 16th and H Streets, the Willard Hotel and the Marriott Hotel, both at 14th Street and Pennsylvania Avenue, the Hotel Washington at 15th and F Streets, the Sheraton Carlton Hotel at 16th and K Streets, the Capital Hilton Hotel at 16th and L Streets, the Mayflower Hotel at Connecticut Avenue and DeSales Street, the State Plaza Hotel at 21st and F Streets, the Allen Lee Hotel at Virginia Avenue and F Street, the Madison and Vista Hotels at 15th and M Streets, the Holiday Inn on Thomas Circle, and the Days Inn at 12th and K.

Major retail sites within the extended study area include the Shops at National Place at 14th and F Streets, Hechts Department Store at 12th and G Streets, and various shops along Connecticut Avenue and K Streets. Small shops are interspersed throughout the extended study area, and include restaurants and cafes, drycleaners, banks, copy services, office supply stores, retail shops, tourist memorabilia shops, small grocers and convenience stores, and pharmacies. Most of the streets of the downtown business district and tourist area are lined with small food and souvenir vendors and carts.

Park and Recreation Facilities - Park facilities in the extended study area include a number of public parks. These parks are part of the L'Enfant Plan, and include Lafayette Square, Franklin Square, Farragut Square, McPherson Square, Washington Circle, and Thomas Circle.

There are numerous Metrorail stations in the extended study area, including Farragut North, Farragut West, Foggy Bottom/GWU, Metro Center, Federal Triangle, and McPherson Square stations.

2.9.1.2 Economic Characteristics

The economy of Washington, D.C. is based on the presence and operation of the federal government and associated private industries and on the tourism industry. The extended study area comprises primarily commercial/retail and governmental/institutional activities.

Most of the people who work in the extended study area commute from the outlying residential areas of Washington and from suburban Maryland and Virginia. These commuters use either Metrorail, Metrobus, or private automobile to get into the core business/federal area. The site of the security action is at the center of much of this commuting activity.

2.9.2 **Impacts Analysis**

2.9.2.1 Public Facilities

The security action will not generate or effect any change in the number or distribution of the resident or working population in Washington, D.C., or in the extended study area. The security action will not, therefore, affect the capacity of the educational facilities in the extended study area to provide educational services. It will not affect the capability of churches in the area to provide religious services. It also will not affect the capacity of the only health-care facility in the extended study area, the George Washington University Hospital, to provide health-care services. Because no additional population will be located in the extended study area as a result of the security action, it also will not affect the capacity of local commercial operations to provide commercial services. The public facilities in the extended study area, including the parks and historic attractions such as the White House and Decatur House, are used by tourists as well as residents from outside the extended study area. The security action is not anticipated to adversely affect the number of tourists who visit the city. It will, however, improve the pedestrian and visitor experience at the White House. It may have had the effect of increasing driving times for some commuters.

According to Chief Alvin Carter, Public Affairs officer with the D.C. Fire Department, the Fire Department has determined that the security action had minimal effect upon response times and so has no plans to alter any of the response zones as a result of the security action. First alarm runs in the areas close by the White House have been slightly altered by Engine Companies 16 and 23 to avoid the restricted streets. Engine Company 16, when responding to a dispatch in the Foggy Bottom area, now travels down K Street instead of using Pennsylvania Avenue. The same is true for Engine Company 23 responding to any dispatches in the Federal Triangle area.

Any building fire requires four engines to respond, which is known as a box alarm. As with the first-alarm blazes, runs in the areas close to the White House have been slightly altered by Engine Companies 16 and 23. The second-response engines might have to alter their run around the area of the vehicular traffic restrictions, but there are enough alternate routes so that response times have not been adversely impacted.

The E.M.T. units operate based on which unit is available and closest to the dispatch area. The street restrictions have minimally affected the response times in the area close to the security action. Dispatchers have not changed nor do they expect to change their dispatch assignments due to the security action.

No municipal police stations exist within the extended study area, although several are just outside the extended study area.

2.9.2.2 Economic Impacts Analysis

The analysis of the economic impacts of the security action identified three types: (1) the effect on revenue caused by changes in on-street parking, (2) the change in Metrobus operating costs, and (3) capital costs of modifications to facilities to accommodate traffic operational changes. The analysis of these impacts forms the basis for the discussion of economic impacts. The security action did not require the taking or closing of any business.

In some areas, metered parking spaces were removed by the DCDPW to clear additional lanes for traffic, as part of the June traffic management response. The security action and the traffic management responses reduced the amount of on-street parking by 49 spaces on 12 blocks within the extended study area. The net loss of 49 spaces will result in 1,203 less space hours per week which translates into an annual revenue loss for the District of Columbia of approximately \$98,000.

The security action required changes in Metrobus routes and schedules that increased the amount of bus miles necessary to maintain bus service levels, which added to the costs of operations. WMATA calculated the increased Metrobus operating cost to the District of Columbia to be about \$314,000 per year.

Capital costs to the District of Columbia comprise modifications to facilities that were made to accommodate operational changes resulting from the security action. Construction at the intersection of 15th Street and H Street to accommodate Metrobuses costs approximately \$25,000. Relocations of passenger-waiting shelters for Metrobuses cost approximately \$40,000.

In addition, DCDPW will shortly seek bids to reconstruct the intersections of 13th Street and H Street as well as 19th Street and H Street. The reconfiguration of the traffic islands at these intersections is necessary due to the change in direction of H Street. The estimated cost of the reconstruction of these intersections is \$50,000.